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WILL OPEN HERE
NEW BRANCH PREMISES,
No. 12, ROBINSON RD.,
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On December 1st next.
Millinery, Hats & Blouses

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an entirely New Stock
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HONGKONG, MONDAY, NOVEMBER 25, 1907.

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A. S. WATSON & CO. LTD.

Hongkong, May 1, 1907. 793

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Apply to
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Hongkong, November 21, 1907. 1864

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WANTED.

ENERGETIC EUROPEAN MAN-
AGER. (Good prospect) for a pushing
man. Apply, by letter, to
T. H. W.
Care of 'China Mail' Office,
Hongkong, November 14, 1907. 1413

SUTTON'S SEEDS.

(BY APPOINTMENT).

ORDERS taken, and Great care may be
seen in

CHINA EXPRESS CO.,

3, DUNDRELL STREET.

Hongkong, July 1, 1907. 1049

'THE WORLD'S NEWS'

(SAI KAI KUNG YIK FO.)

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Wide Circulation in Hongkong and
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BLOCKS MADE, HALF TONING,
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161, DES VUEX ROAD CENTRAL.

Hongkong, March 12, 1906. 522

WEST RIVER TRIPS FROM
HONGKONG.

Round Trip 6 Days.

Comfortable Steamers—Delightful Climate
THE most interesting and picturesque
scenery in South China.

For further information, apply to
BUTTERFIELD & SWIRE.

Agents, West River British S.S. Cos.
Hongkong, October 25, 1907. 1705

NOTICE.

MAGISTRACY.

IT is hereby notified that a MEETING
of THE MAGISTRATES' JUSTICES of
THE PEACE will be held at the MAGISTRACY,
at 2.15 P.M., on FRIDAY, the 29th Novem-
ber, 1907, for the purpose of considering
the following application under the Liquor
Licenses Ordinance, 1899, (Ordinance No. 8
of 1899), viz.:—

From Mrs. P. WISSING for a publican's
license to sell by retail intoxicating
liquors on premises numbered 266
and 268, Queen's Road Central,
under the sign of 'THE GERMAN
TAVEN'.
F. A. HAZELAND,
Police Magistrate.

Hongkong, November 22, 1907. 1857

A. S. WATSON & CO., LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND on Account of
the year 1907, of THIRTY CENTS
per Share, will be payable at the Hongkong
and Shanghai Bank, Hongkong, on and
after THURSDAY, the 21st November, 1907,
on Warrants to be obtained at the Com-
pany's Office.

The DIVIDEND will also be payable at
the Hongkong and Shanghai Bank, Shang-
hai, on and after the same date.

The REGISTER of SHARES will be
CLOSED from MONDAY, the 18th inst.,
until THURSDAY, the 21st inst., both
days inclusive, during which period no
Transfer of Shares will be effected.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, November 14, 1907. 1840

Business Notices.

W. S. BAILEY & CO.

ENGINEERS & SHIPBUILDERS,
FOUNDERS & BOILERMAKERS.

RIVER STEAMERS, TUGS, MOTOR BOATS

HIGH-SPEED AND SHALLOW-DRAFT VESSELS A SPECIALTY.

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MACAO STEAMBOAT CO., LTD., AND THE CHINA

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Hongkong-Canton Line.

S.S. HONAM, 2,385 tons, Captain H. D. Jones.

S.S. POWAN, 2,338 tons, Captain H. Irwin Black.

S.S. FATSHAN, 2,360 tons, Captain C. Lloyd.

S.S. KINSHAN, 1,985 tons, Captain B. Branch.

S.S. HEUNGSHAN, 1,988 tons, Captain R. D. Thomas.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 10 p.m.

(Saturday Excepted).

Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).

The S.S. POWAN will leave Hongkong every Monday, Wednesday and Friday,

at 9 p.m. from Queen Street Wharf West, returning from Canton every Tuesday,

Thursday and Saturday, at 8.30 p.m.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the

River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

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COMPANY, LIMITED

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S.S. SUI-AN, 1,651 tons, Captain W. A. Valentini.

S.S. SUI-TAI, 1,651 tons, Captain C. F. Morrison.

Departures from Hongkong to Macao on week days at 8 a.m. from Douglas Wharf and

at 2 p.m. from the Company's Wharf. On Sundays Special Cheap Excursions,

leaving Hongkong at 9 a.m. from Douglas Wharf and from Macao at 5 p.m.

The Company also runs a Steamer from Macao on Sunday Morning at 7.30 a.m. and

from Hongkong at 1 p.m. from the Company's Wharf.

Departures from Macao to Hongkong on week days at 7.30 a.m. and 2 p.m.

Canton-Macao Line.

S.S. LUNGSHAN, 219 tons, Captain R. Ramsay.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 p.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-
GATION COMPANY, LTD., AND THE HONG-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

S.S. SAINAM, 368 tons, Captain S. Bell Smith.

S.S. NANNING, 558 tons, Captain A. McKinnon.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday

and Friday at about 8 a.m. and the other leaves Wuchow for Canton on the same days

at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin

Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

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Agents, CHINA NAVIGATION CO., LTD.

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MODERATE TERMS AND NO EXTRA.

A. F. DAVIES, Manager.

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SOLE AGENTS.

Hongkong, March 2, 1906

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CLUB-SWINGING, etc., on application.

SPECIAL hours and attention to LADIES.

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Prof. B. BELLEW.

Hongkong, November 15, 1907. 1825

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Nos. 8 & 10, Ice House Street.

REDUCED SUMMER RATES.

For Daily and Permanent Boarders.

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COMFORTS OF RESIDENTS STUDIED.

FOR RATES, APPLY TO

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CRUICKSHANK'S COUGH REMEDY.

A Valuable Remedy for Influenza, Colds, Bronchitis, Asthma,

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ALL WOOL. UNSHRINKABLE.

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FANCY KNITTED WAISTCOATS.

LATEST NOVELTIES IN NECKWEAR.

LANE, CRAWFORD & Co.

Hongkong, August 31, 1907. 5040

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UNITED KINGDOM

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WELSBACH, INCANDESCENT

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A large stock of the latest

and most improved Fittings

and Burners on hand.

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AND MOST RELIABLE.

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14, Robinson Road, Kowloon.

TELEPHONE 358 & 38 H.

Hongkong, September 3, 1907. 451

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MBE CHEUNG,

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Hongkong, April 2, 1907. 178

ORIENTAL HOTEL

No. 2, Queen's Road Central.

Mrs. M. MATTHEW, Proprietress.

THE Band of the 119th Mooltan Regiment will play Selec-

tions during Dinner on THURSDAY, the 28th inst.

For particulars apply to

C. FRIEDRICH, Manager.

Hongkong, September 24, 1907. 1540

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PORTLAND CEMENT

In Casks of 375 lbs. net, \$5.00 per Cask, ex Factory.

In Bags of 250 lbs. net, \$3.00 per Bag, ex Factory.

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FAIRALL & CO.

TELEPHONE: No. 644.

ARE SHOWING NEW BALL NOVELTIES

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FEATHER BOAS.

GOLD AND SILVER SHOES,

SILK STOCKINGS.

ORNAMENTS FOR HAIR, etc.

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UNIVERSAL PROVIDERS.

TAILORS, HATTERS & MERCERS.

ENGLISH AND AMERICAN BOOTS AND SHOES,

Drapery, Silks, Watches, Clocks, Crockery, Ironmongery,

Grocery, Furniture, Rattan Ware, Tobaccos, Cigars,

Cigarettes, Sewing Machines.

Our Prices are marked in plain figures.

Hongkong, September 28, 1907. 1536

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SPECIALLY SERVED FOR BUSINESS MEN

AT THE

CONNAUGHT HOTEL,

MONTHLY RATES.

Hongkong, September 2, 1907. 1411

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YEBISU

SAPPORO

ASAHI

IDEAL AND WHOLESOME.

EACH BRAND has obtained the highest AWARD at International Exhibitions.

The largest demand in the whole of Japan. Quality speaks for itself.

PRICE EXCEEDINGLY MODERATE

Sold by CALDBECK, MACGREGOR & CO., H. PRICE & CO., LD., A.

CHAZALON & CO., and all leading Chinese Wine Merchants.

THE MITSUI BUSSAN KAISHA, Sole Agents.

Hongkong, August 21, 1907. 1859

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COLONIAL EDITIONS OF LATEST NOVELS

EACH \$1.50:

Tales of Two People, by Anthony Hope.

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The Little Anarchist, by Marchant.

Valti of the Islands, by Grimeshaw.

The Millionaire, by Lady Truebridge.

Tears of Angels, by Curtis.

St. Jude's, by Ian MacLennan.

The Mystery of the Unicorn, by Magney.

Chickadee, by J. A. Stuart.

Rebel Pilots, by Bogn.

A Fatal Dose, by White.

A Gentleman Tramp, by Burton.

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KUPPER'S PILSENER

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LOOK CAREFULLY AT THE LABEL

BEWARE OF COLOURABLE IMITATIONS.

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Caldbeck, Macgregor & Co.,

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MEXICO.**

Banks.

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NEW YORK:—THE CHINESE EVANGELICAL OFFICE, 52, West 23rd Street.

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AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GORCH, Melbourne and Sydney.

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ENTRUSTED TO THE SOCIETY OF THE
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Translated by EDWARD HARPER PARK
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A RAMBLE THROUGH SOUTHERN
FORMOSA:
By G. FAYEOR, I. M. Customs.

WITH WOODCUTS.

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One of the Best Sketches of Formosa
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Price... 50 Cents.

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LibRARY communications should be addressed to the EDITOR. Business communications to the MANAGER. Cheques and Post Office Orders in favour of THE

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FLANNEL

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Thoroughly well shrunk and
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Texture and Finish.

TAILOR MADE AND OF
SMART, UP-TO-DATE
PATTERNS.

\$7.50
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HONGKONG.

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CLARENCE HOUSE.

33, 34 & 35, NORTH HODGSON ROAD,
SHANGHAI.
FIRST-Class Boarding House.
Room for one per day, \$5.00.
Room for two per day, \$8.00.
Monthly rates, Single, \$100 & \$110.
Two in a Room, \$50 extra.
Hongkong, November 2, 1907. 1754

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(LATE METROPOLITAN HOTEL).

On the outskirts of Victoria, Hongkong,
well furnished, with a First-class Billiard
Table, Bowling Alloys and a beautiful Bar
etc., etc.

For full particulars, apply to

M. A. RAZAK, 18, A. STANLEY STREET,
Hongkong, September 6, 1907. 1016

VICTORIA HOTEL.

WELLES, VICTORIA, SHAMKIN.

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ON THE BRITISH CONCOSSION.

H. HAYNES, Manager.

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In the Centre of Praya Grand.

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The Accumulated Funds of the Fire and

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SHEWAS, JONES & CO.,

Agents.

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LIMITED.

NEW PIANOS

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\$10.00 Per Month.

Tuning and Regular

Attention Inclusive.

SPECIAL TERMS FOR
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Estimates Free.

S. MOUTRIE & Co., Ltd.

YORK BUILDINGS, CHATER ROAD,
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GREAT POPULARITY

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VERY OLD LIQUEUR

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has been attained by its

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OF QUALITY.

IT IS

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GENUINE AGE

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FINE MELLOW

FLAVOUR.

PER DOZEN.....\$15.00.

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LIMITED.

WINE AND SPIRIT MERCHANTS

ESTABLISHED A.D. 1841.

ALEXANDRA BUILDINGS,

Hongkong, November 2, 1907.

BIRTH.
BURNETT.—At 1 Wyndham Street, on
22nd inst., the wife of G. G. BURNETT,
Hongkong Postal Service, of a Son.

MEMOS FOR TO-MORROW.

Miscellaneous.
Goods per Benyon undelivered after this
date subject to rent.
Goods per Glenison not cleared at 4 p.m.
on this date subject to rent.

General Memoranda.

WEDNESDAY, November 27.—
2.30 p.m.—Auction of Household Furni-
ture, &c., at Mr Geo. P. Lammer's
Salon Rooms.
Goods per Manchuria undelivered after
noon on this date subject to rent.
Goods per Nyanza not cleared at 4 p.m.
on this date subject to rent.

THURSDAY, November 28.—
11 a.m.—Auction of Household Furni-
ture, &c., at No. 90, Queen's Road
West.
2.30 p.m.—Auction of Household Furni-
ture, &c., at 'Merrill', 163, Wanchai
Road.

FRIDAY, November 29.—
2.15 p.m.—Meeting of His Majesty's
Justices of Peace at the Magistracy.

WEDNESDAY, November 30.—
Goods per Prinz Regent undelivered
after this date subject to rent.

TUESDAY, December 3.—
10 a.m.—Auction of Naval & Victualling
Stores, at H. M. Naval Yard.
5.30 p.m.—Organ Recital in St. John's
Cathedral.

The China Mail

HONGKONG, MONDAY, NOVEMBER 25, 1907.

THE WEST RIVER PROBLEM.

HARDLY was it to be expected, in
view of the independence of spirit
lately manifested by the Chinese, that
the announcement that the policing of
the West River was to be done by
Great Britain would pass without re-
monstrance. Indignant meetings, or
their Chinese prototypes, have been
and are to be held to protest against
what is styled a surrender of China's
sovereign rights. In considering a
question such as this it is but just to
endeavour, in the first instance, to
understand clearly the Chinese point
of view. As our Canton correspondent
pointed out on Saturday the Chinese
dread any enlargement of the for-
eigner's sphere of influence in the Em-
pire. This in itself is understandable
but what the Chinese appear unable to
appreciate is that it is elementary
wisdom to choose the less of two evils.
As long as the provincial authorities
nominally hold the power to suppress
piracy in the region in question so
long must they bear the responsibility
for any outbreak of lawlessness and
consequent loss of life and property.
Clearly then it would be to the advan-
tage of the Chinese if this responsibility
were lifted from their shoulders. If it
is finally decided that British gunboats,
under the direction of the Imperial
Chinese Customs, shall undertake to
maintain order on the waterways then
they will be held to account if piracies
take place. This view, we gather from
our correspondent, is held by the more
sober-minded Chinese. They have wit
enough to see that the fear that Great
Britain will strive to extend her influ-
ence throughout the Two Kwang is
baseless. As a matter of fact Great
Britain has entered into a solemn en-
gagement with Japan to maintain the
territorial integrity of China. China's
rights are to be respected by all nations
and it is inconceivable that the very na-
tion which has made itself responsible for
the preservation of those rights should
contemplate an encroachment upon
them herself. Thus the fears which
are agitating the Cantonese should
disappear if they are made acquainted
with the true position of affairs. The
danger is that the large number of anti-
dynastic agitators in the provinces will
seize with avidity upon the prospect of
shirring up disaffection and will strain
every nerve to inflame the pseudo-
patriotism which has of late so
markedly manifested itself in order to
render it impossible for sober counsels
to prevail. One thing is now obvious.
The people of China insist upon the
right to tell the Government what it
may or may not do. We can only
regard with sympathy this aspiration
for a privilege possessed by all our race
(except those who live in Crown
Colonies). But, while an aspiration

may be legitimate enough in itself, if
it is badly guided it may lead to dis-
astrous results. By mixing up the
natural craving of the Chinese for
some measure of self-rule with anti-
dynastic and anti-foreign sentiment
the agitators bid fair to wreck a move-
ment which otherwise would make for
the weal of the Empire. By pre-
maturely claiming the right to veto or
approve the actions of the Government
the people may find themselves the
longer kept with their political hunger
unsatisfied. It is sincerely to be hoped
that there is a sufficient number of
patriotic newspaper editors and other
publicists in the adjoining provinces
to make this clear. Otherwise we are
afraid that the opposition to the
British undertaking the policing of the
West River will lead to the Peking
Government deciding to allow things
to remain as they are, in which case the
last state of those who use the water-
way will be worse than the first.

A discussion is going on among those
at Home interested in Naval matters in
regard to a suggestion that the British
fleet should be withdrawn from the
Mediterranean Sea. It will be borne in
mind that within recent years the strength
of the Mediterranean fleet has been
reduced from twelve battleships to six.
Those who are in favour of our with-
drawal altogether say that the presence
of the fleet is a constant source of inter-
national friction and that great economy
would result from its withdrawal or that
the fleet in Home waters could be strong-
ly reinforced. They further claim that
the Mediterranean Sea would be a fatal
trap in war times. The arguments on
the other side are that, as we have been
for centuries a Mediterranean Power, our
continued presence there cannot be a
source of friction and our interests in
the territories washed by the sea have
become so great that a Mediterranean
fleet is not only justified but necessitated.
Also it is pointed out that in
modern conditions it is essential that a
fleet should be kept on the spot where
it is likely to be wanted instead of
chancing rushing it there when required.
These are matters for the expert but we
believe that public opinion would be
adverse to the withdrawal of the fleet.
If it were proved that the fleet in Home
waters was so weak that reinforcement
was actually necessary then there might
be some justification for withdrawing
the ships from the Mediterranean.
Otherwise it would seem to be risking
prestige to allow the white ensign to
pass from a sea where it has been respect-
ed and feared for many centuries.

LOCAL AND COAST NEWS.

The Yawata Maru arrived from Aus-
tralia to-day, carrying a general cargo and
thirty boxes of gold coin valued at £23,837.

The Catherine Apau, which reached
port this morning from Calcutta, brought
875 Chinese; 27 Indians and 5 Japanese
passengers. She experienced N. E. Mon-
soonal weather.

On her voyage down from Tientsin,
via Chefoo, the steamer Cheong Shing
(Capt. Wheeler) met with strong winds and
thick rainy weather. The latter part of
the voyage was fine. She carried a general
cargo, and a number of griffins.

Orders have been given for the King
Alfred, flagship of Admiral Sir A. W.
Moore, to serve another commission on the
China station. She will consequently be
recommissioned at Singapore upon the
arrival there of her new crew, who leave
home in the Crescent about November 23.
About the same date the Hawks will pro-
ceed to China with reliefs for other ships
on that station.

It is reported that at 7.40 p.m. on
Nov. 10 evening an explosion took place
in the cutting-up shed of the Nagasaki
Whaling Company at Chosetho, Ulsan,
Corea. Masses of flame and smoke issued
from the building, and on some passersby
approaching the premises a number of men
were found lying about in a terribly injured
condition. The affair is attributed to the
accidental explosion of a shell which had
been fired into the whale but failed to
explode at the time.

A QUESTION THAT EVERY MAN
SHOULD DECIDE FOR HIMSELF.

THERE is one subject in which many
of us are interested and that is, what
is the quickest way of getting rid of a
troublesome cold? Is it best to take some
new remedy put out with exaggerated
claims, or to pin your faith to Chamber-
lain's Cough Remedy, a preparation that
has won a world-wide reputation and
immense sale by its cure of this disease.
This remedy is for sale by all chemists
and store-keepers.

BY TELEGRAPH.

AMERICA'S FINANCES.

Total Import of Gold.

(Excluding Service, supplied by Reuters,
via Bombay.)
London, November 23.
The imports of gold to New York,
owing to the present crisis, now total
\$81,500,000 (gold).

ANOTHER LOAN.

From Hongkong-Shanghai
Bank.

(Chinese Mail's Service.)
PEKING, November 23.
Owing to the shortage of funds to
pay salaries to the various officials the
Board of Municipality has obtained a
loan from the Hongkong and Shanghai
Bank amounting to Taels 100,000.

KWONGSI RAILWAY.

Moneyless Undertaking.

(Chinese Mail's Service.)
PEKING, November 23.
The Governor of Kwongsi has ap-
proached the Central Government for
a loan for the Kwongsi Railway with a
view to early construction now that the
neighbouring trouble about the life
seems to have been brought to a close.

BOARD OF CIVIL
OFFICERS.

To Be Abolished.

(Chinese Mail's Service.)
PEKING, November 24.
The Board of Civil officers is to be
abolished shortly, and the affairs of
the department is to be managed by
the grand council.

It has been estimated that since the
commencement in the time of Hang-
fung (Emperor), of a subscription by the
sale of official ranks, some three hun-
dred thousand persons have been made
officials, comprising persons of all
ranks.

CHEKIANG RAILWAY
LOANS.

High Officials in Conflict.

(Chinese Mail's Service.)
PEKING, November 24.
Nating, a high Manchou official, has
come into conflict with Yuan Shih Kai
on account of the Chekiang Railway
loan, and as a consequence has ap-
proached the Empress Dowager for
permission to be relieved from office.

Permission has been refused. The
terms of the loan have been arranged
and agreed upon but signature is still
impending.

Admiral Sir Arthur Moore returned
from Canton to-day.

The "Nagasaki Press" regrets to report
the death of Mr. John H. Powers, the
son of Mr. R. H. Powers, of that port.
Deceased, who was in his 37th year, had
a serious illness some months ago and has
since been in very poor health; the im-
mediate cause of death was internal
hemorrhage.

An insane Chinaman was arrested by
a lujong on Saturday afternoon, after a
struggle in Centre Street, and taken to the
station on a charge of being drunk. He
was put in the cell and allowed to remain
there all night but in the morning it was
seen that he was a lunatic and he was
thereupon removed to the asylum. The
lujong judiciously a time of it arresting
him, as he had to tie the lunatic's hands
together with a towel.

CHAMBERLAIN'S COLIC, CHOLERA
DIARRHOEA REMEDY.

THERE is probably no medicine made
that is relied upon with more implicit
confidence than Chamberlain's Colic, Cho-
lera and Diarrhoea Remedy. During the
third of a century in which it has been in
use, people have learned that it is the one
remedy that never fails. When reduced
with water and sweetened it is pleasant to
take. For sale by all chemists and store-
keepers.

BY TELEGRAPH.

SHANGHAI SPORT.

The International Walk.

(From Our Correspondent.)
SHANGHAI, November 25.
The International walk held on
Saturday was won by the French team.
Germany was second, then came
Portugal and Scotland.
The first man home was Featherston-
haugh, of the English team, but the
team lost owing to the breakdown of
one member.

[The course was as follows:—Start at the
Longfai Bridge and continue along
Bubbling Wall Road, Avenue, Carter,
Cross, Yu Yuen, Jessfield, Brennan,
Rubicon and Hungio Roads as far as the
Sicawei Road. Turn to the South and
enter the French Sicawei Road, leaving by
the Route Pichon and Avenue Potier to
Say Zoong's stables; down the Avenue
Paul Brunat to the Route des Sources and
Yates, Waihiwei and Molawik Roads on
to the Race Course at No. 7 Mohawk Road
to the finish at the Grass Course in front
of the Grand Stand. The total length of
the course was eighteen miles. No. 2 M.]

POLICING THE WEST
RIVER.

Reproof from Peking.

(Chinese Mail's Service.)
PEKING, November 24.
The Waiwupu has wired the Canton
Viceroy to the effect that the telegram
from the merchants and educated
classes of Canton relating to the policing
of the West River by Great Britain are
based on groundless imaginations and
are misleading in the extreme.
The Waiwupu has stated that such
telegrams are liable to give cause for
trouble and has directed the Viceroy
to dispel all suspicious imaginations on
the part of the people.

Action at Shanghai.

SHANGHAI, November 24.
At a meeting of Cantonese Merchants
at the Kwong Shu Club here to-day
under the presidency of a Mr. Kum, the
following resolution was passed: That
a telegram be despatched at once to the
Chinese Chamber of Commerce, Canton,
asking them to co-operate with Sir Chen
Tung Liang Cheng to find out the
exact state with regard to the alleged
policing of the West River by Great
Britain.

A subsequent meeting of merchants
of both Kwongtung and Kwongsi was
held at the Yin Chai Tong here. The
meeting agreed (1) to wire to the
Kwongtung and Kwongsi officials at
Peking to oppose the action of the
government in allowing the policing of
the river in the hands of foreigners; (2)
to send a telegram direct to the Grand
Council from Shanghai opposing the
same; (3) to send Messrs. Kum and Shun,
who have been appointed by the meet-
ing, to approach the Shanghai Chinese
General Chamber of Commerce in
order to secure the co-operation of every
province to make representations to the
Peking Government in the matter.

(From Our Correspondent.)

CANTON, November 23.
To-day's Chinese papers contain much
about this subject. A Peking telegram
says that the Waiwupu are finding it very
hard to decide what they ought to do since
so many telegrams have come protesting
against any sort of surrender of authority
to the British.

The editor of the "Canton Daily" gives
a list of twelve telegrams that have gone to
the Waiwupu and others at Peking from
Canton and other places. Among the
sanders of the telegrams, I note the
following: The Students of the Kwong
Tung College; The Canton Chamber of
Commerce; The Cantonese Guild in
Japan; the Canton Benevolent Societies,
and the Gentry and Students of Heung
Shan District.

The full text of a telegram sent by 240
of the gentry of Canton is given in the
paper. This telegram is addressed to the
Waiwupu, to the Cantonese resident in
Peking and to Chang Chi-tung who was
formerly Viceroy here and therefore well

acquainted with the Two Kwang provinces.
It is urged that the river is of vital
importance and that careful and
immediate attention should be given to it.

The editor of the paper commenting
upon the situation, says that he hopes that
those who are so much excited will not
stop with merely sending telegrams, but
will effect something, a permanent
charter. He urges twofold: First,
the improvement of China's own navy,
more especially that part which is for the
protection of the riverine trade. Secondly,
he urges that the nation should be
strongly reformed for the equipment of
vessels flying the Chinese flag, thereby
forcing Chinese commerce seek the
protection of an alien flag. A idea is that
if there were more Chinese had vessels,
flying the Chinese flag, plying China's
rivers, that there would be less
occasion for foreigners want to take
over the task of patrolling the rivers.

The "Kwok Sze Daily" contains a
telegram from H. E. Viceroy Cui to the
Waiwupu in which he says that he is
extremely opposed to deleting any
authority to the Customs to act pirates
or otherwise have anything to do with
patrolling the river. Their duty is to
prevent smuggling. He states that he
gave utterance to such opinion when the
British Admiral recently called upon him.

Mistaken Patriotism.

Writing on the attitude of the Canton
press concerning the policing of the West
River, the "Shanghai Mercury" says:
For more than fifty years Canton have
been the greatest offenders against the
law of nations and the rights of man.
We do not, of course, like
accusing those of the Cantonese who are
honourable, the great majority, who
stand to lose from the reality of their
countrymen as we do even more, who
neither our intention nor desire. We
do wish to point out the absurdity of the
feeling, which apparently exists in the
South, that England is in any way to
blame for doing once for all with the
natives have not done for themselves.
Possibly the motives of this part of
the China coast have not quite the
short memories. The junk, post of
Shanghai, Ningpo, Wenzhou, and the
east still farther north will not always
forget that a welcome sight was the
white ensign of a British man-of-war
the trouble of the Taipings. When
the whole coast-line from Hainan to
Pechili was swarming with pirates,
singly, in pairs, and squadrons, then
there were pirate strongholds in the
Chusan Group, in the Shi-poo Lih,
and elsewhere, which everybody knew but
nobody dared to attack—nonetheless,
that is to say. Under these circumstances
was it that the British fleet took on
itself the arduous duty of protecting the
honest trader and whenever opportunity
occurred of seeing that the pirates were
driven off. Thus it was that expeditions up north
specially made for the express purpose
of breaking up one special pirate it,
as were others to the Chusan Islands
for the same purpose, and that most in-
fant one of all, the visit of the Bittito
Shi-po where a formidable nest of pirates
had been formed, and who fully warned
what was coming had prepared their
ships with guns, 400 guns. The
Bittito, a sailing ship, had to be towed
to the harbour by a steam tug in the face
of a hot fire. Then she had to be warped
to position before her dozen guns could
open. There was never any doubt of the res-
ult. The pirates were practically exterminated,
and the shore people who had suffered from
them went down upon their knees to show
their gratitude. There was none of the
mistaken patriotism which is being
played at Canton just now. For it is
recognized at that time, as it is
this present juncture, that the object
of the British force was the general good,
the good of China quite as much as the good
of England.

A LEADING BILLIARDIST.

Mr Inman Arrives.

Mr Melbourne Inman, the English pro-
fessional billiard player, arrived from
Australia to-day on the steamer Yawat
Maru, and speaks highly of his Australia
tour. Mr Inman has given our sports
editor some impressions of his tour and
these will appear to-morrow. It is interest-
ing to note that whilst in Brisbane, Mr
Inman issued a challenge to the world to
play in London on even terms for a side
wager of £100. The champion billiard
player is very sanguine, and is willing to
meet Stevenson, Dawson, or any other
leading professional.

During his stay in town Mr Inman will
play several exhibition games with our
local champion on, Mr H. Hinds, and his play
should be watched with interest, seeing
that ultimately he will probably be playing
for the world's championship. Mr Inman
will be in Hongkong until December 11.

GENEROSITY REWARDED.

An ungrateful Chinaman appeared at
the Magistrate's this morning charged with
the theft of a gold cash, valued at about
\$5. From the story told by the complainant
it seems that the defendant and the owner
of the Tai-pu launch were friends and
the engineer gave defendant a trip to
Hongkong in the launch, putting him up
for the night as well. In the morning the
engineer missed his pendant and searched
the crew without finding it. He then be-
came suspicious of his friend who en-
deavoured to "work a bluff" by offering to
allow himself to be searched. The engineer
accepted his offer and searched him, finding
the cash in his left boot. Mr Melbourne
submitted the defendant to fifteen days' imprisonment.

A FOLLOWER OF INFLUENZA.
Many persons find themselves affected
with a persistent cough after an
attack of influenza. As this cough can be
promptly cured by the use of Chamber-
lain's Cough Remedy it should not be
allowed to run on until it becomes trou-
blesome. For sale by all chemists and store-
keepers.

BY TELEGRAPH.

HOME RACING.

The Manchester Handicap.

(Exclusive Service, supplied by Reuters, via Bombay.)

LONDON, November 25.

The betting on the Manchester Handicap is as follows:—

- 3 to 1 against Lischna.
- 4 to 1 .. Dully.
- 9 to 2 .. The Bedouin.
- 7 to 1 .. Balinglass.
- 10 to 1 .. Hanover Square and Marlow.
- 11 to 1 .. Wisomason.

[Lischna is owned by Mr W. M. G. Singer, The Bedouin by Mr. H. L. Higham, Balinglass by Major E. Loder, Hanover Square by Lord Ellesmere, and Marlow by Captain J. G. R. Honyman. Last year the Manchester Handicap, which is over a mile and a half, was won by Spate (a 100 to 1 chance), the favourite (Great Scot) being third (4½ to 1). The race was worth £1,325. (See C.M.)]

(REUTERS SERVICE.)

THE AMERICAN COTTON MARKET.

LONDON, November 25.

New York reports a wild excitement on the Cotton market, prices advancing 53 points, on Bullish crop estimates. At the close prices dropped 10 to 20 points on profit taking.

RUSSIA AND INDIA.

LONDON, November 25.

The correspondent of the "Daily Telegraph" in St. Petersburg writes that the Government is about to appoint a committee to study the question of joining up the Russian and Indian Railways.

THE INDIAN STRIKE.

Situation Serious.

LONDON, November 25.

Calcutta reports that the strike situation is getting worse and the attitude of the European strikers threatening Simla is isolated.

A battalion of the Leinsters and a body of armed police are going to Assam, where the stranded passengers are collected.

Partial Settlement.

LONDON, November 25.

The Indian railway strike has been partially settled and the running of mail trains is being resumed.

THE SLEEPING SICKNESS.

LONDON, November 25.

The second international conference on the sleeping sickness has been postponed in deference to the wishes of Germany, which desires its delegates to have time to submit the result of Dr. Koch's recent investigations.

THE MAURITANIA.

LONDON, November 25.

The Mauritania arrived at New York yesterday morning. The steamer's passage was hampered by storms and fogs.

THE EXPORT OF GOLD TO NEW YORK.

LONDON, November 25.

New York reports that freight has been engaged for a further £2,800,000.

THE ACCIDENT TO THE PERSIA.

LONDON, November 25.

The accident referred to on the 31st inst., occurred to the Persia of the Anchor Line.

THE LATE RUSSO-JAPANESE WAR.

LONDON, November 25.

Count Benckendorff to-day will hand Baron Komura a draft for £4,800,441 for the maintenance of Russian prisoners during the late war.

CROSBY HALL.

LONDON, November 25.

The Chartered Bank has declined to any longer suspend the demolition of Crosby Hall, pending further efforts to complete the sum required.

CHAMBERLAIN'S COUGH REMEDY.

CONTAINS absolutely no injurious and for coughs, colds, croup and whooping cough, has no equal. For sale by all chemists and store-keepers.

BISHOP LANDER.

The Enthronement Ceremony.

The enthronement of Bishop Lander was an impressive ceremony and was performed at St. John's Cathedral on Saturday afternoon in the presence of a large gathering. The proceedings opened with a procession, composed of the Cathedral Choir, Diocesan Lay Readers, the Chinese Church Body, the Cathedral Church Body, Rev. T. Holden, Rev. W. H. Hipwell, Rev. Fok Tsing Shan, Rev. C. L. Thompson, Rev. F. B. Bowley, R.N., Rev. A. D. Stewart, Rev. Mok Sai Tsung, Rev. M. Longridge, R.N., Rev. S. R. Lovett, R.N., Rev. A. J. Stevens, Rev. G. Searle, C.F., Rev. A. Hiff, Rev. J. H. France, Rev. J. D. Dathan, R.N., Van Archdeacon Banister, the Cathedral Chaplain (Rev. F. T. Johnson), the Bishop of Victoria, the Bishop's Chaplains (Rev. Feng Yat San, Rev. G. A. Bunbury, and Rev. T. Sherwood Jones). As the choir passed into the church they sang "The Church has one foundation," and shortly afterwards the Bishop presented the letters commendatory of the Archbishop of Canterbury to Archdeacon Banister, who acknowledged the Rt. Rev. Gerald Heath Lander as the Church's lawful Bishop. The Rev. F. T. Johnson conducted the Bishop to the Episcopal Throne and after prayer, and the singing by the choir, of "I will wash my hands in innocency," His Lordship the Bishop offered up prayer. Following a hymn Bishop Lander preached a sermon in which he referred to the solidity of the foundations of the Church, and spoke eulogistically of the pioneers in gospel propagation in the Far East, as well as those Bishops who had occupied the pulpit of St. John's before him. He particularly mentioned Francis Xavier, Robert Morrison, George Smith, for upwards of 20 years the pioneer bishop of a diocese comprising the whole of China and Japan, Dr. Alfred John Shaw Burdon, and Bishop Hoare. His Lordship laid emphasis on the necessity for co-operation and forbearance if he made mistakes. He was comforted by the thought that his predecessors were different types of men. He knew they would not expect him to try to make himself an imitation of any of them. He should be sure to fail. He had not their peculiar gifts, their technical knowledge, or their special training. God did not ask him to be a John Burdon or a Joseph Hoare—but to be himself. However he might admire them and however unworthy he might be to follow them, he was at least determined to build upon the same foundation and to seek the same spirit. Neither need any present try to imitate other workers, however successful they might be, but each would best serve the cause by being himself and bringing into the Church of Christ the unique force of his own personality. It was not essential for Christian unity that we should all work in the same way, or hold the same views, but it was that we should build on the same foundation. In the Apostolic Church there were unfortunate divisions and factions. St. Paul did not discuss the merits of any party, but led them all back to the first principles and to the grand basis which unites men—the one foundation, Jesus Christ. In proportion as they would be united to Him they would be united to one another. In Him diverse races and individuals could meet and harmonise, and on that foundation each would best attain its full power and utility. To some it might seem difficult for a Church consisting partly of European and partly of Asiatics to be a really united harmonious Church—for they were often reminded "East is East and West is West," and it was impossible to Europeanize the Asiatic or Orientalize the British. True, but happily there was no need to try. Each brought into the Catholic Church that which the Divine Architect saw was necessary for its completeness; and whilst European remained to the end European, and Asiatic, Asiatic, on the one foundation there might be—there would be—indeed there was already—the truest unity and the best harmony.

The pronouncement of the Benediction ended the ceremony.

WEATHER REPORT.

The following notice is issued by Mr Figg of the Hongkong Observatory:—

On the 25th at 11.55 a.m. The depression is moving away over the Pacific to the N. E. of Japan.

The barometer has risen considerably in S. Japan, and a moderate rise has taken place also over China.

The anticyclone covering China is central to the North of the Yangtze. Pressure remains relatively low over the S. part of the China Sea.

Very strong monsoon may be expected in the Formosa Channel and the China Sea. Forecast Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

Forecast for the 24 hours ending at noon to-morrow.

FORECAST DISTRICT.

- 1.—Hongkong and Neighbourhood: N. and N.E. winds, fresh to strong; fair.
- 2.—Formosa Channel: N.E. gale.
- 3.—South coast of China between Hongkong and Lamook: Same as No. 1.
- 4.—South coast of China between Hongkong and Hainan: Same as No. 2.

A GOOD LINIMENT.

WHEN you need a good reliable liniment try Chamberlain's Pain Balm. It is as good as a miracle for sprains and swellings. A piece of flannel slightly dampened with Pain Balm is superior to a plaster for lumbago or pains in the side or chest. It also relieves rheumatic pains and makes sleep and rest possible. For sale by all chemists and store-keepers.

SPORTING.

Yachting.

ROYAL HONGKONG YACHT CLUB.

The first race for the cruisers of the Royal Hongkong Yacht Club took place yesterday, the course being from the starting line at Police Pier to a rock near Linting Island. The wind was from the north when it set true, and during the day piped up strong, bringing with it a fairly good sea. The race was a good one, and the Chinese rigged boats showed up in the rough water much better than generally expected. In the running they were ahead of the European rigged boats, and in the beating they acted excellently, going to windward well. There were two cups open for competition. The first cup to go to the boat of either class finishing first on handicap, the second cup to go to the first boat of the opposite class. Snipe, though she finished behind La Cigale, won, the latter boat giving 15 minutes, and Snipe having several to spare at the finish.

The start, at 9 o'clock, was not a close one. The light airs of the early morning prevented some of the boats from getting across to time, but those who had a launch to tow them were fortunate. Snipe (Chinese rig) was the first boat over the line followed by Australian (Chinese rig), Vandura (Ketchi), Miranda (Chinese rig), Syren (schooner), La Cigale (cutter) and Brynhilde (cutter). The first four boats were comfortably together, but the big schooner Syren could get little way on and La Cigale was a long way east of the line, whilst Brynhilde found it so difficult to discover wind that she was 40 minutes late in getting over. This was a big handicap to carry. A light westerly caught Snipe and Australian to tack towards Hongkong, and on the next board Vandura had crossed their bows. Miranda who was some minutes late in crossing had an unexpected advantage however, and picked up the wind which came down from the north when in a position to allow her to head straight past Green Island. She thus obtained a lead which she gradually increased. At Green Island Miranda and Vandura took the northerly channel, whilst the others went through Sulphur channel. Vandura had her gaff tacked up and got her spinnaker and sky sail up near Green Island, but Snipe with sheets free soon overhauled her, and it was not long before Australian came booming down. La Cigale was also under spinnaker and gaff and jib tacked, whilst Syren was a cloud of canvas with every possible stitch up—though it must be said some of it was ill-fitting. Her jibs are badly cut and are almost useless, and on occasions worse than useless. There were no incidents on the way down, and positions were hardly altered. The wind gradually freshened and by the time the mark was reached a good sea was running and the boats were dancing unpleasantly for those who had not been to sea often in small boats. The four leading boats were well up west of the mark when Linting was reached and to round the rock the boats had to either gybe or go about to get on the port tack. All except Australian, Snipe and Syren went about, and the former in gybing lost a couple of deck chairs overboard. Miranda got round the rock about 11.17 followed by Snipe at 11.20, Australian at 11.21, La Cigale at 11.31, Vandura at 11.40, and Syren some minutes later. Then it was a hard struggle through a sea of white horses. La Cigale and Vandura with topsails down but otherwise under full canvas, were down to their combings, and waves washed aboard freely, whilst Brynhilde deemed it wise to take in a reef, though she also had heavy work in the sea. The Chinese boats, being higher out of the water, were saved the green seas, but they had plenty of spray on board. Even the big schooner occasionally shipped seas, but she did not suffer like the ketch and cutters who were run under all the time. The beating was towards Lamna at the outset and then a series of tacks in the somewhat smoother water, and here Miranda lost her lead. She fouled a fishing net or something and lost so much way that Snipe overtook her and Australian got close up. La Cigale passed the Chinese boats before Lamna was reached and swept through the seas in great style. Syren showed a turn of speed through the heavy water, but all the time her head sails handicapped her. She reduced the distance between herself and the leading boats, but had her jib been a proper one she would have done considerably better. Off the north point of Lamna she overtook Vandura, but could not hold her lead, owing to her inability to go to windward and dropped back when the wind diminished. At Green Island Snipe went in through the Sulphur Channel, and the other boats met very light winds. Ultimately Australian beat Miranda, and Vandura was next, Syren being some minutes behind with Brynhilde far astern. La Cigale crossed the line at 3.9 though the first prize went to Snipe. The following were the times of finishing:—

	H. M. S.
Snipe (H. E. Pollock)	3.59.22
Australian (K. H. Brown)	4.18.00
Miranda (H. K. Brown)	4.18.45

RUSSIAN.

La Cigale (A. Bune) 3.19.00 |

Vandura (H. Bune) 4.40.00 |

Syren (H. Bune) 5.5.00 |

Brynhilde (A. H. Ough) 6.0.00 |

CHINESE.

Snipe (H. E. Pollock) 3.59.22 |

Australian (K. H. Brown) 4.18.00 |

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La Cigale (A. Bune) 3.19.00 |

Vandura (H. Bune) 4.40.00 |

Syren (H. Bune) 5.5.00 |

Brynhilde (A. H. Ough) 6.0.00 |

CHINESE.

Snipe (H. E. Pollock) 3.59.22 |

Australian (K. H. Brown) 4.18.00 |

Miranda (H. K. Brown) 4.18.45 |

RUSSIAN.

La Cigale (A. Bune) 3.19.00 |

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THE CHINA MAIL.

Yachting.

ROYAL HONGKONG YACHT CLUB.

The first race for the cruisers of the Royal Hongkong Yacht Club took place yesterday, the course being from the starting line at Police Pier to a rock near Linting Island. The wind was from the north when it set true, and during the day piped up strong, bringing with it a fairly good sea. The race was a good one, and the Chinese rigged boats showed up in the rough water much better than generally expected. In the running they were ahead of the European rigged boats, and in the beating they acted excellently, going to windward well. There were two cups open for competition. The first cup to go to the boat of either class finishing first on handicap, the second cup to go to the first boat of the opposite class. Snipe, though she finished behind La Cigale, won, the latter boat giving 15 minutes, and Snipe having several to spare at the finish.

	H. M. S.
Snipe (H. E. Pollock)	3.59.22
Australian (K. H. Brown)	4.18.00
Miranda (H. K. Brown)	4.18.45

RUSSIAN.

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by Guel and Meta, but Spray soon displaced them and established a good lead, with Fas second and Ariel third. The two leading boats hugged the Kowloon shore on the way to the Kowloon Rocks, but the remainder of the fleet elected to take a mid-channel course, with the result that Guel rounded first, followed by Astoria and Spray. On the reach to the beacon the three leaders increased the gap between themselves and the other boats, but near Channel Rocks light winds were met with. The two leading boats were practically becalmed, but Spray found some light air and forged ahead, followed by Joan and Nina. These positions were maintained until the beacon was reached, when Joan displaced Spray. It was a run to Meyer's East buoy, but most of the boats were becalmed under the Hongkong shore and this allowed Astoria to take command. She rounded the mark first, with Joan second, Ariel third, and then Spray and Theda, the rest being some minutes behind. There was little difference in the positions at Kowloon Rock, but the run home provided a fine race. Astoria won from Ariel, but the latter had a hard fight with Joan, getting second place by less than a third of her length. Spray and Nina also had a ding-dong tussle for fourth place, which was secured by Spray by half a second. The times were:—

	H. M. S.
Astoria Messy Rodgers	1.49.40
Ariel	1.50.25
Theda	1.50.35
Joan	1.51.44
Gael	1.56.13
Fas	1.56.29
Spray	1.56.29
Nina	1.56.29
Meta	2. 0.34

In the motor boat section there were four starters, and at one stage Bridgeport seemed to have the race well in hand. A breakdown allowed Nellie to get ahead and Mr Lyons' boat ultimately won. Mr Irving's Daisy started but did not finish. The result was as follows:—

	H. M. S.
Nellie	1 (Mr Lyons)
Bridgeport	2 (Mr Kew)
Vital Spark	3 (Mr Harris)

Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

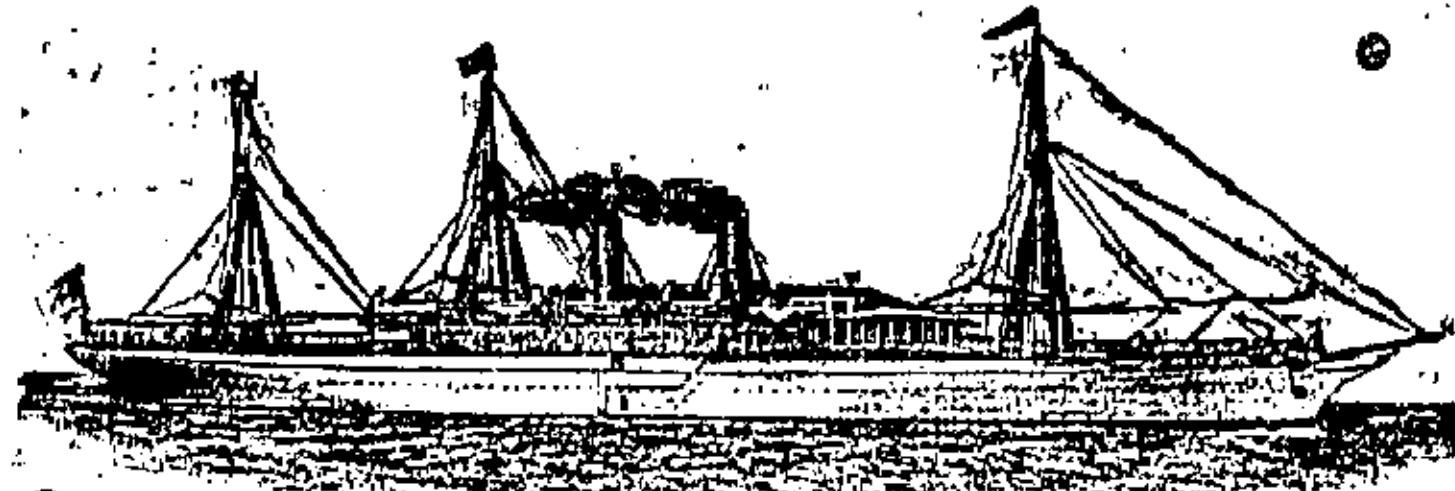
WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	DELTA	About 29th	Freight and Passengers.
LONDON, via USUAL PORTS	DEVANHA	Nov. 29th	Freight and Passengers.
SHANGHAI, MOJI, KOBE, AND YOKOHAMA	PESHAWUR	Dec. 1st	Freight only.
MARSHALLS, LONDON	NORE	Dec. 1st	Freight and Passengers.
AND ANTWERP	PHILIPPS	Dec. 1st	Freight and Passengers.
SHANGHAI, MOJI, KOBE, AND YOKOHAMA	NILE	Dec. 8th	Freight and Passengers.
		Dec. 1st	Freight and Passengers.

P. & O. S. N. Co.'s Office.

R. A. HEWETT, Superintendent.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY—SPEED—PUNCTUALITY.

The only line that maintains a Regular Schedule Service of 11 Days across the Pacific in the 'EMPIRE LINE'. SAVING 5 to 10 DAYS OCEAN TRAVEL. 11 DAYS YOKOHAMA TO VANCOUVER. 18 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration.)	LEAVE HONGKONG	ARRIVE VANCOUVER
EMPIRE OF CHINA	6000 Tons	THURSDAY, Dec. 19	Jan. 6, 1908.
EMPIRE OF INDIA	6000 Tons	THURSDAY, Jan. 16, 1908	Feb. 2.
EMPIRE OF JAPAN	6000 Tons	WEDNESDAY, Jan. 29	Feb. 15.
EMPIRE OF CHINA	6000 Tons	THURSDAY, Feb. 13	Mar. 2.
EMPIRE OF INDIA	6000 Tons	THURSDAY, Mar. 12	Mar. 29.
EMPIRE OF JAPAN	6000 Tons	THURSDAY, April 9	April 27.

THE JUKKOT route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, through the INLAND SEA OF JAPAN, KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at Quebec with the Company's new passenger 'EMPIRE' Steamships, 14,000 tons register. The through transit to Liverpool being 22 1/2 days from Yokohama, and 29 1/2 days from Hongkong.

First-class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent. R.M.S. 'EMPIRE' carries INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China.

CORNHILL STREET, LONDON, E.C. 4, Opposite Blake Pier.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES.
MARSHALLS, LONDON, AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	KAMAKURA MARU, Capt. H. Fraser, Tons 6129	WEDNESDAY, 27th Nov., at Daylight.
VICTORIA, B.O., and SEATTLE, WASH., via SHANGHAI, MOJI, KOBE & YOKOHAMA.	HITACHI MARU, Tons 6750	WEDNESDAY, 11th Dec., at Daylight.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, YAWATA MARU, VILLAGE AND BRISBANE.	TANGO MARU, Tons 7403	TUESDAY, 26th Nov., at 4 p.m.
NAGASAKI, KOBE, and YOKOHAMA.	AKI MARU, Tons 6444	TUESDAY, 10th Dec., at 4 p.m.
SHANGHAI & KOBE.	KUMANO MARU, Capt. N. Matsumoto, Tons 5676	FRIDAY, 29th Nov., at Noon.
BOMBAY, via SINGAPORE, AND COLOMBO.	YAWATA MARU, Capt. R. Honma, Tons 3817	FRIDAY, 27th Dec., at Noon.
	YAWATA MARU, Capt. E. Honma, Tons 3817	WEDNESDAY, 27th Nov., at Noon.
	TAKASAKI MARU, Capt. A. Mooker, Tons 4746	WEDNESDAY, 27th Nov., at Noon.
	MOYORI MARU, Tons 3773	WEDNESDAY, 2nd Dec., at Noon.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, Manager.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamship MINNESOTA.

28,000 TONS
BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

S.S. 'MINNESOTA', Captain C. F. Austin, THURSDAY, 16th January, 1908.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and Staterooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For convenience of coastwise cabin passengers return tickets are interchangeable with regular rail lines between Japan, China and Hong Kong.

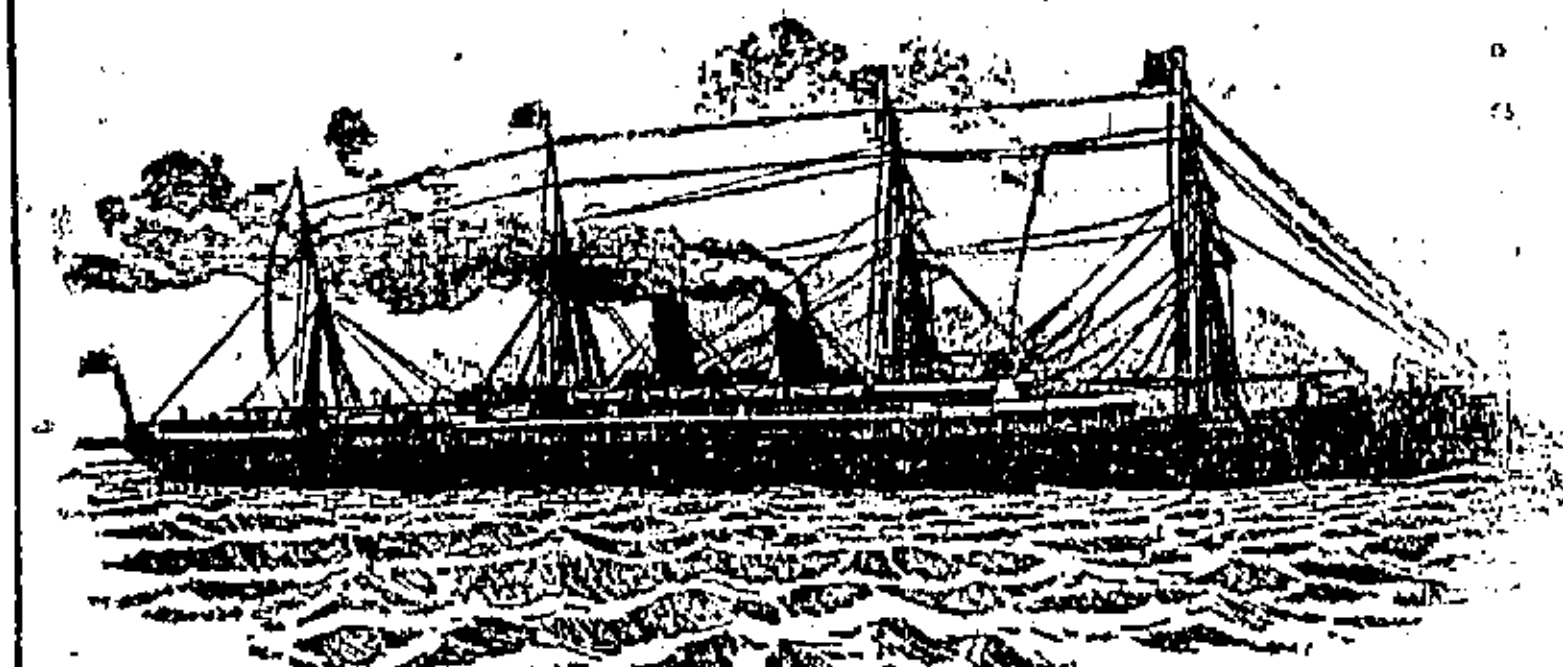
For full information regarding freight or passage apply to NIPPON YUSEN KAISHA, Agents.

Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO. TOYO KISEN KAISHA.

U.S. MAIL LINES.

VIA HONOLULU, TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm SOUTHERN ROUTE across the PACIFIC, via HONOLULU, ON OAHU, the most fertile and beautiful island of the Pacific.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS.	SAILING DATES.
* MANOHURIA	27,000 Tons. SATURDAY, 30th Nov., at Noon.
* NIPPON MARU	11,000 Tons. SATURDAY, 7th Dec., at Noon.
ASIA	9,500 Tons. SATURDAY, 14th Dec., at Noon.
PERSIA	9,000 Tons. SATURDAY, 21st Dec., at Noon.
* HONGKONG MARU	11,000 Tons. FRIDAY, 28th Jan., at Noon.
* KOREA	13,000 Tons. SATURDAY, 3rd Feb., at Noon.
* AMERICA MARU	11,000 Tons. SATURDAY, 10th Feb., at Noon.
* SIBERIA	13,000 Tons. SATURDAY, 17th Feb., at Noon.
CHINA	10,200 Tons. SATURDAY, 24th Feb., at Noon.

* Twin Screws.

RECORD FAST TRIPS.

Yokohama to San Francisco, S.S. KOREA, 18,000 tons. September 16-27th 1905; 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu, S.S. SIBERIA, 18,000 tons. August 18th-20th, 1905; 4 days, 19 hours.

San Francisco to Yokohama, S.S. SIBERIA, calling at Midway Islands and Honolulu en-route, August 18th-31st, 1905, 13 days, 13 hours.

Yokohama to San Francisco, S.S. SIBERIA, 18,000 tons. Oct. 13th to 23rd, 1905; 10 days, 10 hours and 29 minutes.

THE P. M. Steamship MANOHURIA will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, (ONLAND SEA), KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 30th November, 1907, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

PORTLAND & ASIATIC S.S. CO. SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN. YOKOHAMA, MOJI, KOBE & YOKOHAMA; FOR PORTLAND, OREGON.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS CAPTAIN TO SAIL ON

NIOMEDIA 4372 P. WAGMANN About Dec. 6.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

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Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	WOSANG	TUESDAY, Nov. 26, at 4 p.m.
SHANGHAI	CHOYANG	THURSDAY, Nov. 28, at 4 p.m.
MANILA	YUENSANG	FRIDAY, Nov. 29, at 4 p.m.
SHANGHAI, YOKOHAMA, KOBE AND MOJI	KUTSANG	TUESDAY, Dec. 3, at 4 p.m.
MANILA	LOONGSANG	FRIDAY, Dec. 6, at 4 p.m.
SINGAPORE, PENANG, AND CALCUTTA	NAMSANG	SATURDAY, Dec. 7, at 3 p.m.

REDUCED FARES TO STRAITS & CALCUTTA.

Hongkong to Singapore 1st-Class Single \$ 65 Return \$100

Penang 85 Calcutta 165

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang, and Yantze River.

‡ Taking Cargo on Through Bills of Lading to Kuda, Lahad, Dava, Singapore, Taiwan, Utsun, Josselyn and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers.

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NORDDEUTSCHER LLOYD, BREMEN.

—20—

IMPERIAL GERMAN MAIL LINES.

FOR

STEAMERS

TO SAIL

NAPLES, GENOA, ALGIERA, PRINCESS ALICE, { WEDNESDAY, 4th Dec., at Noon.

GIBRALTAR, SOUTHAMPTON, ANTWERP AND HAMBURG... Capt. G. Notz.

SHANGHAI, NAGASAKI, YOKO, { WEDNESDAY, 4th Dec.

KOBE AND YOKOHAMA... Capt. J. Randermann.

MANILA, NEWGUINEA, SAMARAI, BRISBANE, PRINZ SIGISMUND, { THURSDAY, 5th Dec., at 5 p.m.

SYDNEY AND MELBOURNE... Capt. D. Lenz.

EUROPE, via PORTS OF CALL... EXTRA STEAMER SACHSEN, Capt. Woltemas.

KUDAT AND SANDAKAN... BORNEO, Capt. F. Sumbill.

For further Particulars, apply to Norddeutscher Lloyd, MELOHRS & CO., General Agents, Hongkong & China.

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Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Arriving	Leave	Arriving
to	HONGKONG	from	at	at
Colombo		MARSEILLES & LONDON	2 days earlier	1 day later
DEVANHA	Nov. 29	HIMALAYA	Dec. 28	Jan. 4, 1908
MALTA	Dec. 14	MOLDAVIA	Jan. 11, 1908	Jan. 18
DELTA	Dec. 28	INDIA	Jan. 25	Feb. 1
DELHI	Jan. 11, 1908	MONGOLIA	Feb. 8	Feb. 15
ARCADIA	Jan. 25	VICTORIA	Feb. 22	Feb. 29
PENINSULAR	Feb. 8	MACEONIA	Mar. 7	Mar. 14
DEVANHA	Feb. 22	BRITANNIA	Mar. 21	Mar. 28
DELTA	Mar. 7	MOLTA	Apr. 4	Apr. 11
MARMORA	Mar. 21	(calling at Bombay)	Apr. 18	Apr. 25
DELHI	Apr. 4	MOLDAVIA	May 2	May 9
MALTA	Apr. 18	HIMALAYA	May 16	May 23
DEVANHA	May 2	MONGOLIA	May 30	June 6
OCEANA	May 16	INDIA	June 14	June 21

Passengers change steamers at Colombo, and those for BRINDISI transfer also to the Express Mail Steamer at Port Said.
Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following:-

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON.

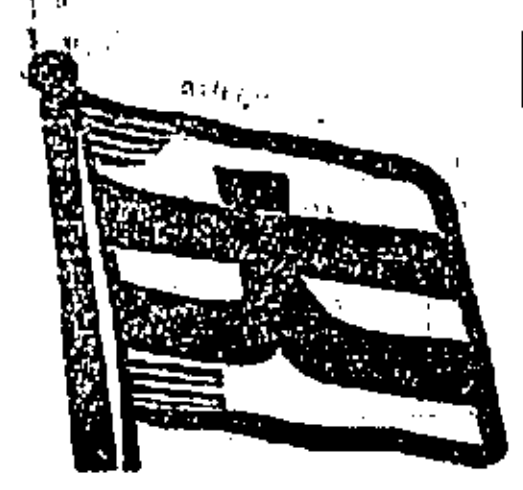
CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Due
HONGKONG	LONDON	
* NORE	Dec. 5	Jan. 1908
* SYRIA	Dec. 18	Feb. 3
* NYANZA	Jan. 1, 1908	Feb. 17
* NILE	Jan. 15	March 2
* SUND	Jan. 29	March 16
* PALAWAN	Feb. 12	March 30
* NUBIA	Feb. 26	April 10
* BORNEO	Mar. 11	April 25
* NORE	Mar. 25	May 9
* SUMATRA	Apr. 8	May 22
	May 22	June 5
	June 5	July 19

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.
* Carry 1st and 2nd Saloon Passengers.

For further particulars, Apply to
E. A. HEWETT,
Superintendent.

2221



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSAPROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

The Co's s.s.	For	Leaving
* SOSHU MARU, Capt. T. SUGIWA,	SHANGHAI, Via SWATOW, AMOI AND FOCHOW.	TUESDAY, 26th Nov., at 8 a.m.
* FUKUSHU MARU, Capt. T. ITO,	ANPING, Via SWATOW, AND AMOI.	WEDNESDAY, 27th Nov., at Daylight.
* JOSEI MARU, Capt. H. S. SMITH,	TAMSUI, Via SWATOW, AND AMOI.	SUNDAY, 1st Dec., at 9 a.m.

* These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Amplesthes. Unvalued Table.

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage and further information, apply at the Co's local Branch Office, at Second Floor, No. 1, QUEEN'S BUILDINGS.

T. ARIMA, Manager.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
* TREMONT	9696	T. W. Garlick	10th December, 1907
* SUVERIC	6233	W. Shotton	4th January, 1908
* KUMERIC	6233	Cowley	25th January, 1908
* SHAWMUT	9696	M. V. Roberts	21st February, 1908

* Cargo only. * Passenger accommodation.

CHEAP FARES EXCELLENT ACCOMMODATION ATTENDANCE AND
QUININ ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

* The Twin-screw s.s. Shawmut and Tremont are fitted with very superior
Accommodation for First and Second-Class Passengers. The large size of these vessels
ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry.
Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

Dodwell & Co., Limited,

QUEEN'S BUILDINGS.

GENERAL AGENTS.

Notices to Consignees.

NOTICE TO CONSIGNEES.

'GLEN' LINE OF STEAMERS.
FROM MIDDLESEX, HULL, LON-
DON AND STRAITS.

THE Steamship Glenon having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 26th Inst., will be subject to rent.
No Fire Insurance will be effected.
All Damaged Packages must be left in the Godowns, where they will be examined on the 28th Inst., at 11 a.m.

No claims will be recognised if not presented within 14 days of the ship's arrival.
MCGREGOR BROS. & CO.
Hongkong, November 20, 1907. 184

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD. BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship PRINZ SIGISMUND.

PRINZ SIGISMUND, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon and West Point Godowns, where delivery may be obtained.

No Claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 23rd of November, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd of November, at 9.30 a.m.

All Claims must reach us before the 28th of November, or they will not be recognised.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD,
MELOCHERS & Co.,
Agents.
Hongkong, November 19, 1907. 1842

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship Japan having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon and West Point Godowns, where delivery may be obtained.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.

D. SASSOON & Co., Ltd.,
Agents.
Hongkong, November 22, 1907. 1855

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER NYANZA.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.
Goods not cleared by the 27th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees and the Co's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, November 20, 1907. 1850

'BEN' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP BENAVON.

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, where delivery may be obtained as soon as the Goods are landed.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th inst., or they will not be recognised.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst., at 11 a.m.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, November 19, 1907. 1843

THE BACK DOOR.

A SKETCH OF WHAT MIGHT HAPPEN.

Reprinted from the 'CHINA MAIL.'

To be had at the 'CHINA MAIL' Office, 8, Queen's Road Central.

Price.....Cents.

AN EXCITING EXPERIENCE.

A Steamer in Peril.

After going through the fiercest and most prolonged hurricane known in the history of Russian navigation, Captain Predo brought the tramp steamer Sungari into port at San Francisco on the 22nd ultimo. The Sungari, which during the Japanese war formed part of the Tsar's ill-fated fleet, came to San Francisco on her first visit in a very bedraggled condition.

According to Harry Kurgakoff, quartermaster on the Sungari, the Russian craft went through an unenviable experience.

"We had not been out from Utau more than four days when a terrible typhoon came on," said Kurgakoff. "The waves lashed in fury round the ship; the wind increased in volume and the angry seas washed in torrents over the Sungari from stem to stern. The first day of the typhoon the captain and a seaman named Rosetnikoff were swept off the bridge.

Captain Predo was almost drowned, and Rosetnikoff had his arm broken. After that nobody could go on deck. I did not mind the Japanese shells whistling round the Sungari when we were at Port Arthur, but that storm was too much for me," said Kurgakoff.

"The voyage lasted for twenty days, and on the eighteenth we ran out of fuel. Every one was disheartened. On the twentieth day we also ran out of vodka, and we thought we would die."

The Sungari left Batoum and Constantinople on June 19th and proceeded to Novorossisk. "Novorossisk was left on July 5th, the Sungari taking from that port 35,000 casks of cement for Guymars.

The voyage as far as Utau, Japan, was without incident.

On the passage across from Japan the whole of the deck fittings were swept away in the same typhoon which played such havoc with the Marcellus and the Komamatsu. Captain Predo, being short of fuel, decided to put in at San Francisco for repairs.

A couple of men were chatting in a club smoking room about a friend and his motor. "He seems to be very well satisfied with it," remarked one.

"Oh, yes. Hasn't paid a copper in repairs all the nine months he's had it, he tells me."

"H'm. I heard the same story from the fellow who's done all the repairs."

A Chicago lawyer tells how the most popular man in a Nevada town got into difficulty with a disreputable tough—for a long time the terror of the place—and proceeded to "do him up" in a manner entirely satisfactory to the community at large.

It becoming necessary, however, to vindicate the majesty of the law, the offender was brought up for trial on the charge of assault with intent to kill. The case soon went to the jury. When they had been out about two minutes they returned.

"Well, gentlemen of the jury," asked the Judge in a familiar, off-hand way, "what have you to say?"

"If it please the court," responded the foreman, "we, the jury, and that the prisoner is not guilty of striking with intent to kill, but simply to paralyze, and he does it."

So the prisoner was acquitted amid applause.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes.
7.30 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.
8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

Extra Cars at 11.30 and 11.45 p.m.

SPECIAL CARS by arrangement at the Company's Office, ARKADIA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers. 1901

ADVERTISEMENTS.

THE Attention of Advertisers is drawn to the Largest Room for receiving Advertisements and Correspondence to Advertisements.

Alterations and additions to Advertisements on Pages 2, 3, 6 and 7, should be sent to our Office at 5, Wyndham Street, not later than 11 a.m. New Advertisements should be sent to our Office at 8, Queen's Road Central before 8 p.m.

THE CHINA MAIL, LTD.

'REFORM IN CHINA.'

BEING a letter addressed to Rear Admiral Lord Omand, B.A., O.B. M.P., and an article in reply to 'CHINA: THE SLEEP AND AWAKENING.'

To be had in pamphlet form at the 'CHINA MAIL' Office, 8, Queen's Road Central.

Price.....60 Cents.

HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, November 21st, 1907.
At 100 cents per Dollar Mexican.

Butcher Meat.

Beef steaks & prime cut—Mol Eng Pa ..	lb 20
" Corned—Ham Ngan Yuk ..	" 20
" Roast—Shin ..	" 20
" Breast—Naga Lau ..	" 15
" Soup—Tong Yuk ..	" 16
" Steak—Ngan Yuk Pa ..	" 20
" Canton Ngan Lau Strich ..	" 30
" Sausages—Ngan Chang ..	" 26
Bullock's Brains—, Slow ..	per set 10
" Tongue fresh—Ngan Li ..	each 50
" " Corried—Ham Ngan Pa ..	" 55
" Head—Ngan Tau ..	" 80
" Heart—Ngan Sum ..	" 12
" Hump, Salt—Ngan Kin ..	" 20
" Feet—Ngan Kerk ..	each 7
" Kidneys—Ngan Yik ..	" 10
" Tail—Ngan Mal ..	" 17
" Liver—Ngan Con ..	" 12
" Tripe (undressed)—Ngan To ..	" 7

Calves' Head & Feet—Ngan-chai-tan-kak, set \$1.00.
Mutton Chop—Yeung Pal Kwat .. lb 24 |

" Leg—Yeung Yei .. " 24 |

" Shoulder—Yeung Shau .. " 22 |

Pigs' Chittings—Chi chong .. " 22 |

" Brains—Chi Kow .. per set 2 |

" Feet—Chi Kerk .. " 20 |

" Fry—Chi Chak .. " 20 |

" Head—Chi Tau .. " 22 |

" Heart—Chi Sum .. each 10 |

" Kidneys—Chi Yik .. " 8 |

" Liver—Chi Con .. " 12 |

" Pork Chop—Chi Pal Kwat .. " 24 |

" Corned—Ham Chu Yuk .. " 24 |

" Fat or Lard—Oka Yan .. " 20 |

Sheep's Head and Feet—Yeung Tan Kerk set 55 " 55 |

" Heart—Yeung Sum .. each 6 |

" Kidneys—Yeung Yik .. " 10 |

" Liver—Yeung Con .. " 12 |

Sucking Pigs, To Order—Oka Chai .. " 22 |

Suet, Beef—Sang Ngan Yan .. " 16 |

" Mutton—Sang Yeung Yan .. " 24 |

Veal—Ngan Chai Yuk .. " 20 |

" Sausages—Ngan Chai Cheong .. " 20 |

Poultry.

Chickens—Kai Chai .. lb 30 |

" Ostriches, Large, Small—Sia Kai .. " 28 |

" Ducks—Ap .. " 24 |

" Eggs—Pan Kai .. each 15 |

" Doves, Hen—Kai Tan .. per dozen 24 |

" Fowls, Canton—Kai .. lb 30 |

" " Hainan—Hoi Nam Kai .. " 26 |

" Geese—Ngai .. " 25 |

" Wild Ducks, Shanghai—Sia Kai .. pair 75 |

" Partridge—Ohe Kai .. " 75 |

" Pheasants—Shan Kai .. pair 75 |

" Pigeons, Canton—Pak Kip .. each 25 |

" " Hollow—Hoi Hoi Pak Kip .. " 22 |

" Quail—Um Chun .. " 20 |

" Rice Birds—Wo Ka Cheuk .. " 20 |

" Snipe—Sa-Oh .. each 20 |

" Turkeys, Cook—Phor Kai Kung ..

